



## South Cooper Mountain Concept & Community Plans

### Online and Public Open House #2 Meeting Summary

March 20, 2014

#### OVERVIEW

The second public open house for the South Cooper Mountain (SCM) Concept and Community Planning process was held on Saturday, February 22, 2014 from 10 a.m. to noon at Scholls Heights Elementary School in Beaverton. A concurrent online open house featuring similar information was available through the project website ([www.BeavertonOregon.gov/SouthCooperPlan](http://www.BeavertonOregon.gov/SouthCooperPlan)) from February 14 until March 3, 2014. This outreach was intended to:

- Present the draft Concept Plan Scenarios to the public; and
- Collect feedback to help inform creation of a preferred Concept Plan Scenario.



More than 120 people attended the public event and there were 90 unique visitors (IP addresses) to the online open house. The open house was publicized through an article in Beaverton's January/February "Your City" newsletter; media coverage in the Oregonian (February 19, 2014); a postcard mailing to approximately 3,350 households in and within ½ mile of the planning area; and an email to around 2,300 people on the Beaverton Neighborhood Association, CPO6, CPO10, and project website email lists. The open house was also publicized on the City of Beaverton project website during the months of January and February.

#### Public Open House

The public meeting was designed so that visitors could review background information for the project before they reviewed and provided comments on the draft Concept Plan Scenarios. After viewing the stations, visitors were encouraged to provide additional feedback using larger tabletop maps and to fill out comment forms with more detailed comments. The stations at the open house included:

- **Welcome** – Attendees were greeted and encouraged to sign in. Staff provided informational handouts and copies of comment forms (see Appendix B).

- **Background/About the Project** – Staff invited attendees to mark their homes on a map (see Appendix A) and explained the open house layout and order of stations. Display boards included a project overview, information and maps from prior steps in the planning process, a project schedule, a list of committee members, and information about upcoming events.
- **Draft Concept Plan Scenario Stations** – There were four main station areas: Land Use; Transportation; Bicycles and Pedestrians; and Parks, Schools, and Natural Areas. Each station featured draft maps. The Land Use, Transportation and Bicycle and Pedestrian stations each described two different approaches (Scenarios A & B) to the concept plan scenarios. Boards at each station highlighted the differences between the two scenarios and presented choices that require public feedback. Staff recorded public comments and questions using flipcharts (see Appendix C).
- **Google Earth** – The scenario maps were also available for reference using a projector and Google Earth. This station allowed the public to get detailed answers by zooming in on specific areas and to explore the planning area in 3D.
- **Subarea Maps** – Tables were set up with concept scenario maps focused on each of the project subareas: North Cooper Mountain, the Urban Reserve Area, and the SCM Annexation Area. These tables were intended to allow for more in-depth exploration of the questions specific to each unique subarea. Staff answered questions and prompted visitors to mark the maps with important locations and feedback (see Appendix E).
- **Comment Station** – Comment forms (see Appendix B) were available at the welcome table and also inside the open house. The forms mirrored questions from the online survey.
- **Refreshments** – Light refreshments were provided at the meeting.

**Staff** – The public meeting was attended by **City of Beaverton staff**: Leigh Crabtree, Jabra Khasho, Sheila Martin, Ken Rencher, Valerie Sutton, and Steven Sparks; **Washington County**: Dyami Valentine; and **Tualatin Hills Parks and Recreation**: Hal Bergsma. Members of the consulting team included: **Angelo Planning Group**: Joe Dills, Becky Hewitt, and Andrew Parish; **DKS Associates**: Carl Springer; **Walker Macy Landscape Architects**: Mike Zilis and Saumya Kini; **Fregonese Associates**: Glen Bolen; and **JLA Public Involvement**: Kalin Schmoldt and Hannah Mills. Several members of the Citizens' Advisory Committee (CAC) and the Technical Advisory Committee were also in attendance.

**Attendance** – The public meeting was predominantly attended by residents from within planning area and adjacent neighborhoods. Residents from the southern two-thirds of the North Cooper Mountain subarea and residents from the neighborhood just north of Kemmer Road and east of 175<sup>th</sup> Ave were particularly well represented. (See Appendix A: Attendance Map.)

## Online Open House

The online open house was designed to provide information available at the public open house, as well as an extended, alternative means for collecting feedback.

As with the physical open house, online visitors were presented with background information and links to key documents and maps from earlier in the planning process. A moderated **comment map** allowed users to interact with versions of the concept scenario maps and identify opportunities and constraints by physical location. A separate series of **specific questions** asked users to provide feedback and longer open ended comments.

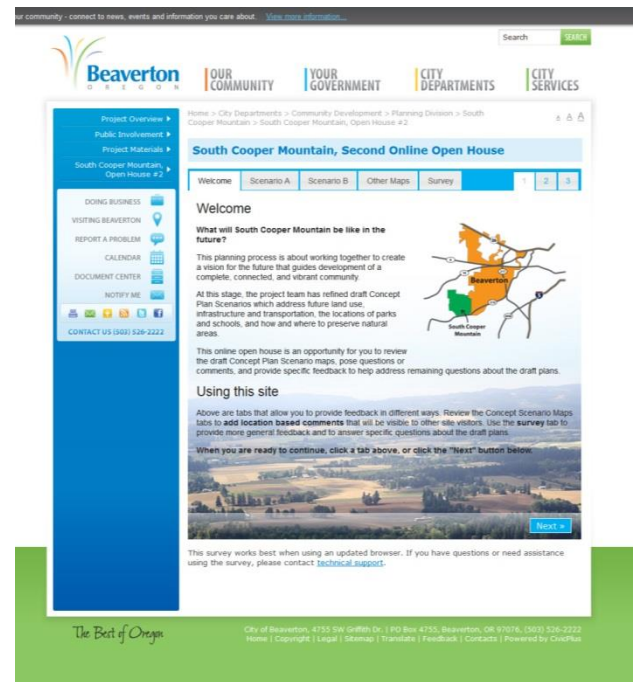
**Audience** – Of the online respondents who volunteered the information, most reported living in the South Cooper Mountain study area (82%) or owning property there (55%).

**Demographic Breakdown** – 44% of online respondents agreed to provide optional demographic information:

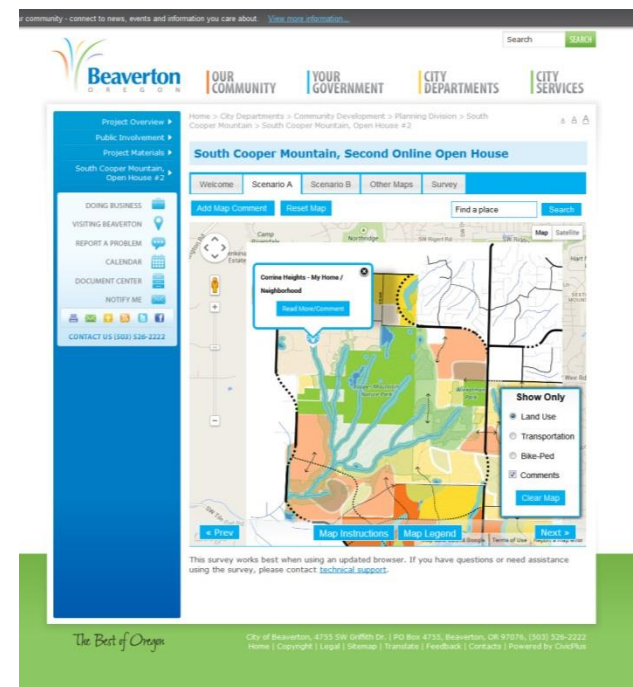
- **72% said that they had lived in their current home longer than 10 years**, with 22% having lived in their homes between 5-9 years.
- **72% of respondents said that they were between 56 and 75 years old**; with the remaining 28% between 36 and 55.
- All respondents identified themselves as white, non-Hispanic, except for one who described themselves as Asian.

## Future Contact Preference

Consistent with feedback about how respondents heard about the meeting, respondents confirmed that the best means for future contact would be email (preferred by 75% of respondents), direct mailings (33%), and notices from local neighborhood associations or CPOs (19%).



Online open house "Welcome" screen.



Interactive Concept Scenario Map.

## COMMENT SUMMARY

Fourteen comment forms were submitted during the public open house event and four were received by mail. Thirty-six comment forms were submitted through the online open house. Questions on the physical comment form were identical to the online version. The following summary is based on all comments received through both the public and online forums, including flip-chart notes and map feedback.

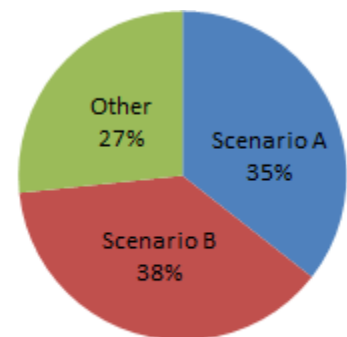
### Key Choices

*Note: In answering the following questions, many commenters cited scenario elements that were not directly related to the specific choice being presented. It is likely that some respondents felt that agreeing with part of one scenario implied agreement with other parts of the same scenario elsewhere on the map. Consequently, the written comments may offer a better insight into which scenario elements are actually the most popular.*

*Several of the commenters referenced a plan proposed by Soren Peterson (see Appendix E). This plan was circulated among residents in neighborhoods north of Kemmer Road, provided to city staff by email on February 14<sup>th</sup> and shared at a community meeting held on February 17<sup>th</sup>. This plan focuses on land use in NCM and the Hilltop area and the alignment of the roadway connection to 185<sup>th</sup> Avenue.*

**Location of Main Street** – Respondents were divided on the location of a future main street.

Scenario B was narrowly the popular choice. Respondents cited the proximity to the new high school and commercial at Progress Ridge as beneficial. Two encouraged keeping the main street away from the natural areas in Scenario A to reduce impacts and pollution. One felt that Scenario A would aggravate problems at the Tile Flat intersection. Some felt that Scenario B would help alleviate traffic problems on Kemmer Road and drive traffic away from 175<sup>th</sup>. Others felt this scenario would encourage travel on 175<sup>th</sup>. (It is possible that some of this reaction was more related to the road alignment in the Hilltop than to the location of the Main Street itself.)



Proponents of Scenario A cited what they felt were positive impacts that would come from shifting traffic to the west, and that this western location would help decrease traffic on Scholls Ferry and 175<sup>th</sup>. One felt that the commercial area should not be located next to the high school.

Many of the respondents who chose “other” referred to the plan proposed by Soren Peterson (see Appendix E), which does not specifically address the question of main street location. Most of these comments referred to other parts of the comment map, mostly oriented towards minimizing new development and traffic on Kemmer Road.



**Main Street Vision** – Several commenters described walkways that would encourage foot-traffic. One commenter said parking should be located away from businesses to emphasize pedestrians; another encouraged ample parking as a means to encourage walkability. Several respondents envisioned open areas or courtyards surrounded by shops and cafes that could support farmers' markets or musical events. Several alluded to creating a “high end” neighborhood feeling with stores that can be successful in a small commercial area such as a grocery store and Starbucks.

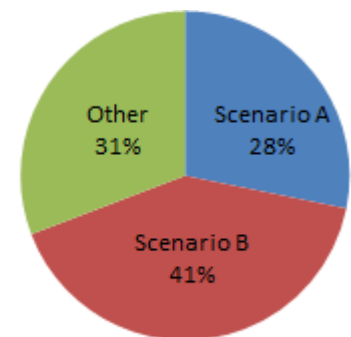
Several called for buffered landscaping and street trees along with features like rain gardens and pervious pavement.

Some respondents favored a “European” style that includes housing above and shops below; others encouraged keeping buildings low and set back from the road.

Positive examples cited included: Willamette Falls Drive in West Linn; Orenco Station; Progress Ridge; Bridgeport Village; Santana Row in San Jose, CA; Palo Alto, CA; and SE Belmont near the Belmont Dairy.

Several respondents reiterated their objections to *any* form of main street. Some said that they did not care; others felt that nearby commercial areas were adequate for their needs. Others saw a main street as contrary to the current open environment and a potential imposition on greenery and wildlife.

**Commercial on Hilltop** – Although responses to the question of whether or not to include a commercial area on Hilltop were divided, most commenters who selected Scenario B (which includes a small neighborhood commercial area) were primarily focused on the conceptual roadway, - and *not* the presence of the mixed-use node – as the desirable element of Scenario B. The majority of respondents who selected Scenario A or “other” generally opposed including a commercial area.



Many of the respondents who chose Other were in favor of the Soren Peterson plan which is opposed to a commercial area as detrimental to the character of the area and an added burden to Kemmer Road which is already difficult for residents to access. Others felt that commercial businesses would not be viable in this location. Several felt that new development on Hilltop would not be environmentally sustainable and could lead to erosion problems downstream. Other responses suggested expanding the nature park into this area instead.

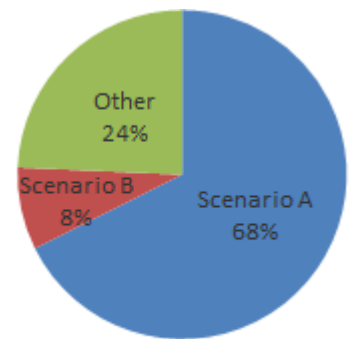
Scenario A proponents also did not feel that a commercial area was necessary or that the location was viable. One commenter said that the existing neighborhoods in the area are a better model for new development and that it was impractical to promote walking and biking as viable options given the terrain. Several were concerned that commercial uses would create additional traffic.

Although *some* proponents of Scenario B said a commercial area would be desirable to improve walkability and reduce driving, others who selected this option also clarified that they opposed commercial in this area.

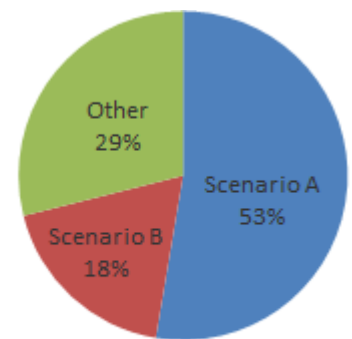
**Development in Creeks/Meadows** – A significant majority of respondents selected Scenario A or “other”. In almost all cases, support for these two options was based on a desire to keep development (particularly high density development) away from Cooper Mountain Nature Park. Some reiterated opposition to any form of higher density – or development at all – in this area. Several noted the importance of this meadow for wildlife and migrating birds.

One supporter of Scenario B suggested keeping development out of the Creeks with a transfer of development rights.

Two respondents said that they did not understand the question or not enough information was provided to make a choice.



**Development in North Cooper Mountain** – Scenario A was the most popular choice and was perceived as the best option for preserving the existing neighborhood. Proponents cited how the scenario protects larger lot sizes and many opposed any new infill within developed or platted subdivisions. Several comments discouraged using Stonecreek as a neighborhood route due to safety, environmental and cost concerns; another said that new sidewalks and streetlights would lead to more noise and traffic. Several respondents said that infill to pay for sewers was not justified since it would disproportionately decrease their property values.



Respondents who chose “other” often suggested making changes to Scenario A, or preferred no changes at all. As with Scenario A, respondents noted that this area is already developed and they tended to oppose infill or any increase in density. Some would prefer that existing lot sizes be preserved, allowed to increase. Commenters also discouraged using Stonecreek Drive as a neighborhood route for the same reasons described above. One commenter suggested removing North Cooper Mountain from the UGB altogether.

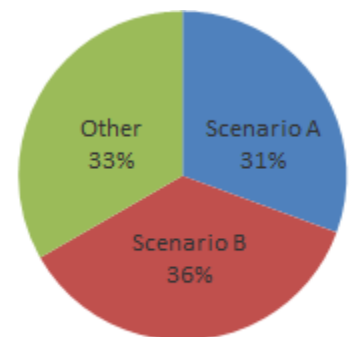
There was one comment in favor of Scenario B, which advocated for installing sewers before septic systems begin to fail.

One commenter felt that they did not have enough information to make a choice.

**Connection to 185<sup>th</sup>** – Respondents were divided on how to connect 175<sup>th</sup> with 185<sup>th</sup>.

A narrow plurality of respondents preferred Scenario B because of how it would reduce impacts to current homeowners and diverts traffic away from Kemmer Road which they feel has safety issues and cannot accommodate more cars.

Respondents who selected “other” tended to favor a hybrid option that would create a new road from Weir to bypass Kemmer as in Scenario B, but would retain the northern curve from Scenario A to avoid the need for a new bridge. One variation on this idea is included in the Soren Peterson plan. Several



respondents chose “other” because they opposed any new development at Hilltop: some cited potential erosion; some noted how existing conditions are very dangerous in the winter; others noted that it would be important to address current problems on 185<sup>th</sup> before adding any new roads.

Proponents of Scenario A cited the lower projected cost and impact, simplicity, as well as the potential for reduced congestion. One commenter liked the increased distance of the road from the nature park.

One respondent had difficulty understanding the maps and felt that the available data was inadequate.

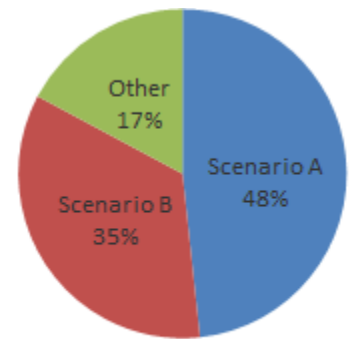
#### **Bull Mountain to Scholls Ferry and Grabhorn Connector –**

Respondents generally agreed with the need to redirect traffic off of 175<sup>th</sup> traveling North/South and towards Grabhorn. Roughly half of respondents preferred Scenario A, which was perceived as reducing congestion near the high school site and on Scholls Ferry.

Proponents of Scenario B noted that it was located away from the natural resources in Scenario A; one noted that it matched their choice for a main street location. One suggested that access to the new high school could come from the new collector and therefore not require slower speeds on Scholls Ferry or 175<sup>th</sup>.

Some of the respondents who chose “other” were ambivalent about this choice. Two suggested a route farther to the west that would connect directly to Tile Flat.

One person felt that they could not make a choice based on the available data.



**Comments on the land use maps** – Respondents encouraged providing transition areas between urban and rural areas. Low density, staggered structures, and landscape buffering were perceived as tools that could help maintain the existing environment. Respondents suggested that any changes from lower to higher density should be gradual, with natural areas near the top of the mountain being kept as undeveloped as possible. Other comments are broken out by area below:

- **Hilltop** – Commenters urged keeping large lots and low density, referencing existing neighborhoods nearby as examples. Higher density is perceived as likely to cause increased traffic and negatively impact natural resources here. Some said that where density is necessary, there should be a gradual transition between different areas.
- **North Cooper Mountain** – Respondents said that existing lot sizes should be maintained or re-zoned to allow 1+ acre lots; there should not be any changes to existing plat lines and no new infill development. Some felt that sewers are not needed. Some noted that many of the large lots in this area serve as a buffer to the nature park.
- **Creeks** – Respondents indicated that development on slopes and near the creeks should be avoided; rather, the nature park should be expanded as possible.

**Comments on the transportation and bike/ped maps** – Some respondents praised the ideas for improving 175<sup>th</sup> and Grabhorn to better accommodate traffic, but expressed concern that transportation funding should be in place before any development occurs, and that there are many safety and congestion problems that need to be resolved before additional cars are added to the system. Some commenters were unclear on how the proposed changes would impact Scholls Ferry.

- **Local Streets** – Several commenters encouraged keeping speeds low and using buffers to protect homes from traffic. Several commenters discouraged the use of through-routes through the existing neighborhoods; they did not consider improved roads and sidewalks to be necessary given the low density within North Cooper Mountain or adjacent to the nature park. Some commenters said that north-south travelers should be using 175<sup>th</sup>, 185<sup>th</sup>, or Grabhorn and improvements should be focused on those facilities.
  - **Miller Hill Road** (north of Gassner) was described as a substandard part of the regional travel system that needs changes to address speeding.
  - **Stonecreek Drive** (North Cooper Mountain) was mentioned several times as a road that should not be improved since it could be costly, has a blind curve, and serves as a wildlife corridor.
  - **Inglis Drive** (North Cooper Mountain) was also described as a substandard facility.
  - **Kemmer Road** was described as difficult to access and over capacity. Respondents referenced plans that would take traffic off of Kemmer en route to 185<sup>th</sup>.
  - **175<sup>th</sup> Avenue** – The steep grade, poor visibility, and susceptibility to bad weather on 175<sup>th</sup> was referenced several times. While commenters agreed that addressing the “kink” in the road was important, others questioned adding traffic to the route, preferring instead to divert traffic around the mountain via Grabhorn Rd, 190<sup>th</sup> Ave, and Gassner Rd.
  - **Tile Flat** – A roundabout was proposed at the intersection with Scholls Ferry.
- **Bike/Ped Improvements** – Several commenters welcomed the idea of improved trails and sidewalk facilities, with some citing safety as their main concern. Several encouraged more trails in the Creeks and Nature Park; others said that trails near the quarry would be unsafe. Some questioned the tradeoffs that would come with wider roads - particularly regarding: already congested roads like Scholls Ferry; encroachment on wildlife habitat; and treatment of drainage. Some commenters said that the terrain in the area is generally inhospitable to cyclists and pedestrians. One commenter suggested opening up new local street connections to pedestrians, but not to cars.
- **Public Transit** – Several commenters inquired about the role and availability of public transportation in the area, noting that it will be necessary to support higher density and to reduce traffic. One questioned how buses would be able to serve the top of the mountain in poor weather.
- **Environment** – One commenter encouraged incorporating stormwater retention and working to avoid crossing streams and wetlands wherever possible.



**Comments on school framework maps** – Several commenters said that it would be a mistake to locate an elementary school on Hilltop because it would add congestion and be unreachable in bad weather. One commenter said that the broader schools plan seems thought out, though several commenters had questions about the new high school: Will a 20mph speed limit would be required next to the new high school on Scholls Ferry? What will be the impact of the new high school on existing students ... where will it draw from? How is the tax base applied if the city is Beaverton but the school district is Hillsboro?

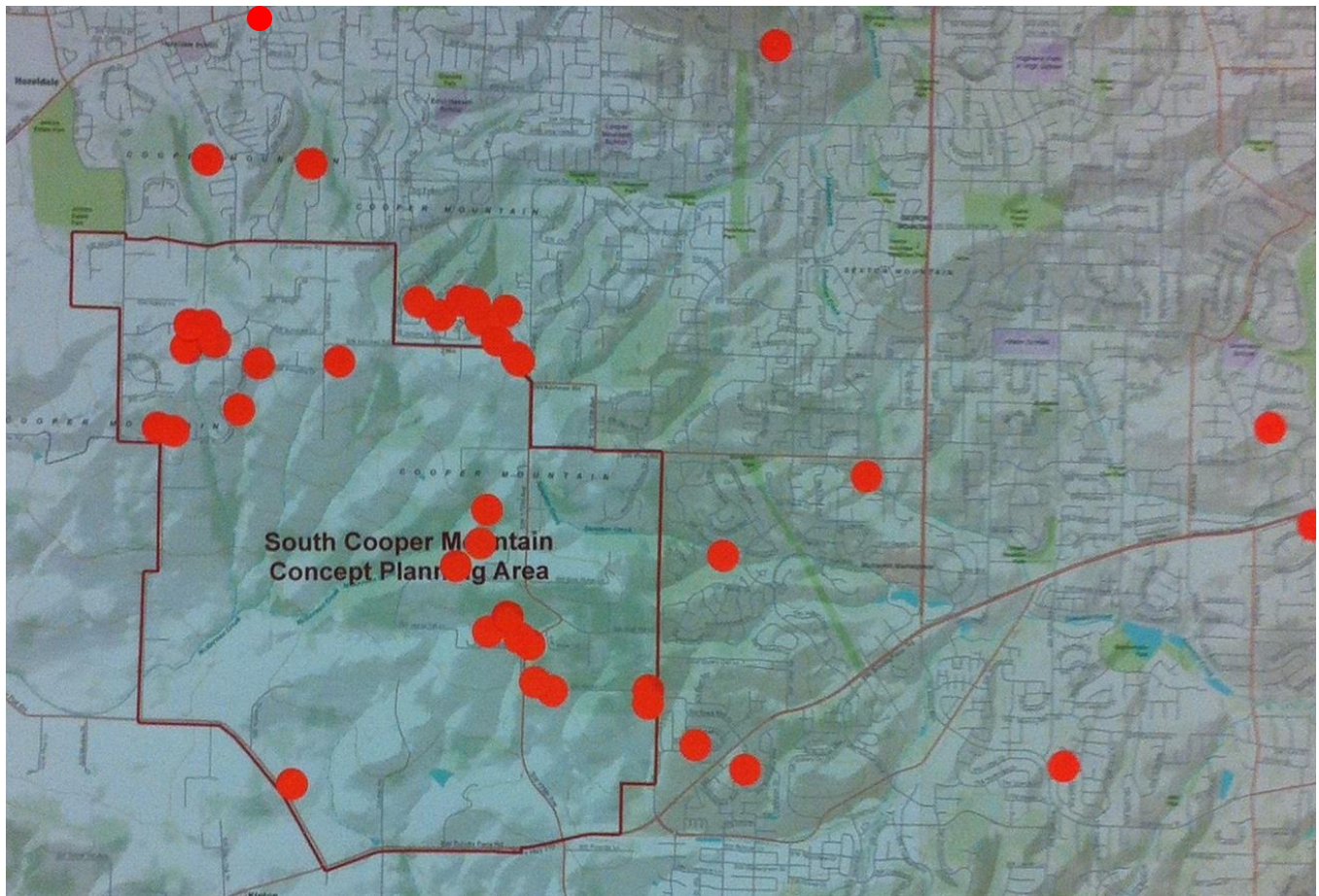
**Comments on the parks framework maps** – Several respondents encouraged expanding the nature park into the Creeks and Hilltop areas instead of adding housing. Respondents also called for more spillover parking for the park.

**Comments on the natural resource maps** – Respondents appreciated efforts to preserve natural environmental resources, noting that they help make the area special. Preservation suggestions included creating proactive measures to protect tree groves - as Tigard is doing in River Terrace; creating wide buffer areas around natural resources that provide room for walking and biking; and not locking in land with development, but rather preserving corridors for wildlife. Others reiterated concerns about not removing trees or otherwise creating conditions that lead to erosion. Several comments referred to protecting current residents from liability for future infrastructure repairs due to new development. Some questioned why the top part of the drainage within North Cooper Mountain was not depicted as high value on the maps.

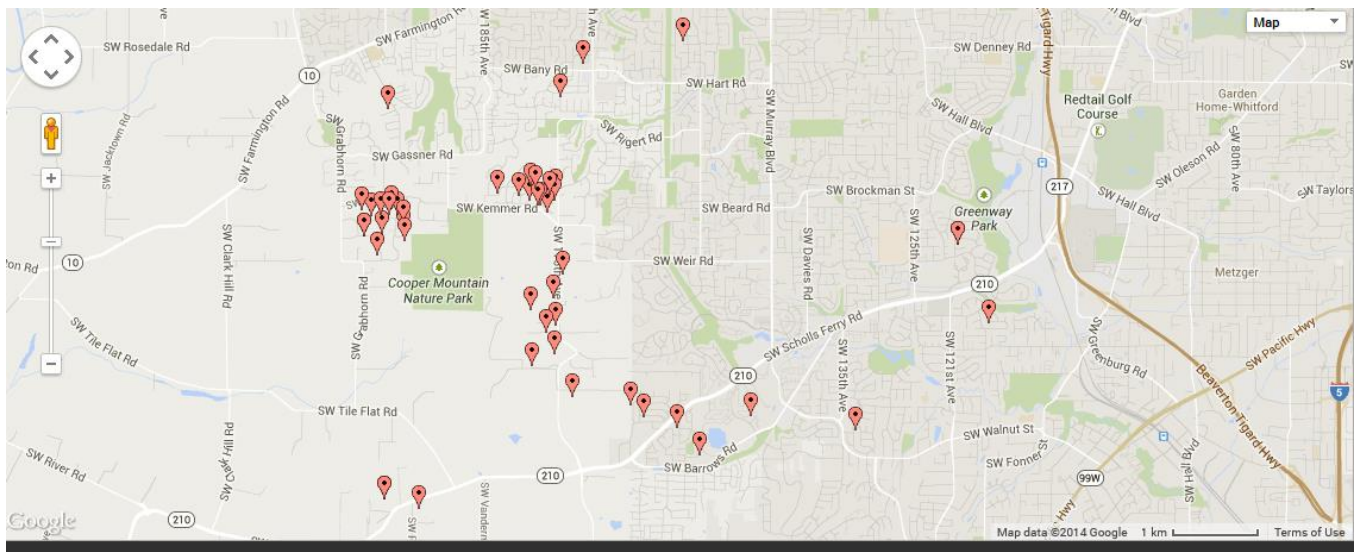
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**General Feedback on Questions and Maps** – One commenter felt that they did not have adequate information to make choices (online) based on the available maps. They suggested using more straightforward language in presenting the information. Another had difficulty orienting themselves using the thumbnail images provided in the written and online comment forms.

## Appendix A – Public Meeting Attendance



(Map of addresses volunteered at “Where do you live?” display. ● = Home)



(Map of addresses volunteered at the sign in table. 📌 = Mailing address.)

## Appendix B – Comment Forms

### QUESTIONS 1 & 2: Which Main Street location option do you prefer? Why did you choose this option?

#### Prefer Scenario A:

- Commercial Area does not belong next to a high school
- It's closer to my home.
- Less traffic congestion on Scholls Ferry
- more housing units - let's hope they are for limited income individuals for a change!
- no strong preference, but A appears to be a more friendly location for development; more feasible.
- Traffic concerns
- I live on Cooper Mountain and would like to preserve our current zoning of 1+ acre lots.
- Move traffic west away from 175th closer to Tile Flat & Grabhorn
- More people (residents) in proximity.
- It is the least harmful to the lives of the citizens currently inhabiting the area. I do not like either plan, but Plan A would be more acceptable with a few modifications - (a) No infill or rezoning in Corrine Heights - leave as currently platted; (create new 1+ acre zoning to accommodate what already exists; and non neighborhood road on Stonecreek due to a variety of dangers and environmental concerns.
- Since we live on Tile Flat Rd. near Kobbe Dr we prefer the highest density to be by Scholls Ferry.
- Smooth the curve. When ice and snow hit, sharp curve cause accidents on the hill.

#### Prefer Scenario B:

- convenience between commercial and civic uses shared future transit options potential shared use / parking options
- To divert traffic from 175th between Kemmer Rd. and 170th. This section of 175th cannot sustain the additional traffic that scenario A would create. It is already overused and very dangerous road, especially in the winter, with little room for improvement. It is bordered on both sides by residential housing and the noise level would further aggravate an already high noise level.
- Keep commercial away from creek and close to Scholls Ferry
- Keeping pollution away from the creeks. Shops will be closer to Progress Ridge so more likely to get shoppers visit both areas together.
- fewer people, less congestion
- This will help drive traffic to Grabhorn and 185th vs. all traffic on 175th.
- Only scenario that considers current residents. Putting more traffic on Kemmer necessitates traffic control to let residents out of Kemmer View and Renaissance.
- Ties it to the school area.
- Traffic conflicts in A aggravating Tile Flat intersection problems
- Option B appears to address traffic patterns and connections (north-south) in a more sensible, reasonable fashion, as well as locating commercial area more closely to the proposed high school which will be a natural center of activity.

### Prefer Other Scenario:

- Other - Leave North Copper Mtn Alone - Corrine heights was developed several years ago with 1+ acre lots and there is no room for infill as has been suggested with out tearing down existing multi million dollar homes. We don't want or need sewer.
- Other - Plan C as submitted by Soren Petersen
- Other - Plan C as proposed by Soren Peterson - For wanting to build massive development and roads on Kemmer. (Otherwise scenario B)
- Where is TriMet in all this development??
- Other - Plan C as proposed by Soren Peterson - because it's harmonious with existing homeowners, it's the most logical.
- Other - None, totally oppose.- Preserve Cooper Mtn. If anything expand the nature Park and have a road go around hilltop.
- Other - No opinion
- Other - Combination of A & B, primarily not have Kemmer rd as arterial - Reduce traffic in Kemmer Rd, less congestion.
- Other - Soren Petersen plan - Proximity to Scholls
- Other - 1.No infill or rezoning of our lots to increase density, leave as currently platted. 2.Create a new zoning of 1 acre plus lots, as the City and county don't have such a zoning. 3.No neighborhood route on Stonecreek because of wildlife corridor,blind curve for school buses, and the high cost of infilling or bridgebuilding.
- Other - Scenario A with changes - 1.No infill or rezoning of our lots in Corrine Heights to increase density, leave as currently platted. 1 acre minimum lot size. 2.Create a new zoning of 1 acre plus lots, as the City and county don't have such a zoning. 3.No neighborhood route on Stonecreek because of wildlife corridor,blind curve for school buses, and the high cost of infilling or bridge building. Too much wildlife passes through that corridor and that neighborhood was not meant for traffic.
- Other - a but modified
- Other - With modifications -- 1. Keep existing lots intact with no-infill or allow 2 acre lot size minimum near Cooper Mountain Nature park (Corrine Heights), Expand the Nature Park to undeveloped property on Kemmer/175th and do not allow additional traffic via Stonecreek, Inglis, Whispering Fir, Corrine. - Nature gave us Cooper Mountain. It is our DUTY to protect the environment. The first guiding principle for the whole planning process is to create "the Beaverton's next great community". We already have a great community. Allowing in-fill or "densification" at the top of Cooper Mountain would reduce the greatness. Hence, we want no in-fills on Corrine Heights/Kemmer/Stonecreek/Whispering Fir and in fact we want to see Metro expand the Nature Park to include the undeveloped land at the corner of Kemmer and 175th (~ 100 + acres).

### Other Comments:

- Where is TriMet in all this development??



### QUESTION 3: What's your vision for the South Cooper Mountain Main Street?

- Meandering walkway with landscaped buffers and housing not assaulting the road. There is nothing worse than two story boxes packed like sardines looming over the sidewalk.
- A main street should have sufficient parking nearby to enable easy walkability.
- I do not like the idea -- things are as good as they are going to get.
- We want it to be pristine -- where we see trees, wildlife, greenery. This is Main Street South Cooper Mountain for us. No Starbucks, Pizzacato and so on ever on the top of Cooper Mountain period.
- Locally there is a little of West Lynn that I have always liked. Willamette Falls Drive around 12th street seems very pleasant every time I go by.
- Keep it simple with a focus on businesses that can be successful in a small commercial area.
- Obviously, a Main Street will ultimately be required with the number of new houses (and traffic) being added. Any main thoroughfare should not significantly impose on the natural wildlife environment nor impose on those homes/lots that were purchased to maintain an open and congestion-free environment.
- Well designed - neighborhood feel (nice store-front design) grocery/Starbucks, etc. A "high end" feel/look.
- No mainstreet. We shop elsewhere. We work and go to school elsewhere.
- I really have liked the 'Santana Row' concept (San Jose CA). Very European. Housing above and shops below. With open areas for people to gather (like the squares in Europe).
- south cooper mtn. area will be destroyed by high density and the character of this semi rural area. Scholls Ferry road is maxed out on traffic now, so it is not common sense to even think of creating additional density. Why create more problems?
- 1.No infill or rezoning of our lots to increase density, leave as currently platted. 2.Create a new zoning of 1 acre plus lots, as the City and county don't have such a zoning. 3.No neighborhood route on Stonecreek because of wildlife corridor,blind curve for school buses, and the high cost of infilling or bridgebuilding.
- I love the Main St of Orenco Station.
- This is honestly the least of my concerns. Traffic, high density housing, driving away wildlife are bigger issues.
- Previous pavement. Lots of street trees and rain gardens
- Nothing. Totally stupid. Like making Mt. Tabor into Main St. Portland
- We already have Barrows shopping area. Don't need more.
- I don't see or think of "Main St" in any part of this area. Main St is in a town, like Bvtn. However the Barrows Rd commercial area has been nicely developed with the New Seasons is located.
- that no one involved in this "project" makes a dime out of personal side-deals.
- I think this is fine near Schools and 175th. Like progress ridge
- Emphasis on foot traffic to businesses, parking away from the street, behind businesses, like Palo Alto CA.
- Bridgeport Village water feature courtyard with Artisan shops, cafes, upscale eateries, bikes, books, RedBox, Farmers' Market, Live music (bandstand) venue.
- SE Belmont around Belmont Dairy low-rise, multi-use, active environment with services in a traditional neighborhood



- This is atop a hill! No “Main Street” needed. Just let us get up and down the hill to get to commercial areas all around the Hill and neighborhoods.

## QUESTIONS 4 & 5: Which Hilltop option do you prefer? Why did you choose this option?

### Prefer Scenario A:

- There is nothing I like about Scenario B.
- Scenario A makes use of an already established road's route, at least partially. Another strip mall is unnecessary.
- Less commercial - enough commercial around area.
- I don't think the commercial space under B is viable
- less congestion
- Walkability, cycling is not a practical goal for the terrain of NCM. Recommend no high density housing in this area. Repeat what is in Kemmer View as a model.
- more residential development - you need to say what income brackets you are beholden to in these plans.
- To maintain the greenery nature on top of the hill. Small commercial in "B" will create choke point to traffic from South to North
- Do not allow small commercial area on top of mountain. There should be target to minimize traffic, not attract traffic. Plus, in winter the snow and ice will impact this area – delivery trucks, etc. BAD idea. Propose extending parks OR making 1 acre lot minimum for lands north of Winkelman Park and South of Kemmer Road. NOT small lots and higher density.

### Prefer Scenario B:

- Lessens impact on the Kemmer neighborhood. Also, should keep density across Kemmer Rd from Kemmer to a similar density before transitioning to higher density moving south.
- Providing a new road that connects 175th to 185th is preferable to use Kemmer Road.
- To divert traffic off of Kemmer Rd. Would like to explore other options.
- Kemmer Rd is very busy today. Please route traffic on parallel path like scenario B to alleviate Kemmer and reduce traffic at 175th and Kemmer Rd.
- This area is in need of some "walk to" commercial shops. Currently, the closest grocery or commercial areas are on Hart Rd, Murray Hill or Farmington Rd.
- The road going away from the busy intersection at top of 175th.
- Convenience stores are crime magnets.
- Given the existing densities and future densities along with the Nature Park and future trail connections, I believe allowing for some community commercial on the top of the mountain will complement the neighborhood and reduce vmt down the mountain.

### Prefer Other Scenario:

- Keep commercial activities where entrepreneurs develop them. The city shouldn't be in the business of commercial development. It should have learned this from results generated by "the Round."
- See modifications I mentioned on previous question [With modifications -- 1. Keep existing lots intact with no-infill or allow 2 acre lot size minimum near Cooper Mountain Nature park (Corrine

Heights), Expand the Nature Park to undeveloped property on Kemmer/175th and do not allow additional traffic via Stonecreek, Inglis, Whispering Fir, Corrine.]

- See comments on previous question [1.No infill or rezoning of our lots in Corrine Heights to increase density, leave as currently platted. 1 acre minimum lot size. 2.Create a new zoning of 1 acre plus lots, as the City and county don't have such a zoning. 3.No neighborhood route on Stonecreek because of wildlife corridor,blind curve for school buses, and the high cost of infilling or bridge building. Too much wildlife passes through that corridor and that neighborhood was not meant for traffic.]
- Soren Petersen plan - I mostly chose this option for the road connection between 175th and 185th. This new connection seems a "safer", newer scenario.
- No commercial space on hilltop. This goes against natural areas, green space, and "rural" aesthetics
- low density housing and no commercial businesses - any option that increases traffic on the top of a mountain where the weather dictates the safety of pedestrians, wildlife and drivers is bad.
- I prefer no development on hilltop. I don't believe it is sustainable, both environmentally, from climate perspective, and from a safety perspective. I believe that quality of life will be reduced and we should preserve the character of Cooper Mountain of which we have all invested in.
- Move density off the hilltop to reduce runoff - Protect people downstream from stormwater and erosion. Protect taxpayers from future bills to fix these problems by avoiding development on hilltop or requiring developers to post bonds to pay for future damage downstream.
- Preserve area as is
- Plan C as proposed by Soren Peterson - Options A and B are divisive. It's a no brainer. It's harmonious with existing homeowners.
- Plan C as proposed by Soren Peterson - Have you seen all the hilltop issues development by Tigard - erosion. High density does no make sense at upper elevations.
- Plan C as proposed by Soren Petersen - Option A&B are the total opposite of what Cooper Mtn was set up for originally. Low density housing was why we moved there. Why are you going against that?

## QUESTION 6 & 7: Which Creeks/Meadows option do you prefer? Why did you choose this option?

### Prefer Scenario A:

- Makes more sense (if any at all) to pursue the kind of development that government is trying to cause near Scholls Ferry or other main thoroughfare areas.
- We should not add population near the nature park!
- Creeks-Meadows area does not lend itself to heavy development for residential purposes - the less, the better.
- Important to keep development and roads away from Nature Park.
- less density
- Protect the CMNP. Once land is given up to development we never get it back.
- Keep the Nature Park from being surrounded by high density.
- High density housing development adjacent to nature park negatively impacts wildlife in the region and the waterways and heads to increased pollution.
- Stay away from developments near the nature preserve

- There is a fair amount of wildlife in the existing Cooper Mtn park and building out so close will likely put a lot of pressure for unwanted encounters. Scenario A offers a more balanced approach.
- for reasons stated in plan A
- This meadow is a pit stop for migrating waterfowl. That should be protected.
- Not clear of all details - but essentially like plans that provide for more nature to be preserved.
- Keep NCM and top of Hill of SCM areas as 1 acre minimum lot size maintain the unique "top of Hill" 1 acre neighborhood unique to cooper mountain (at the Top). Make land south of Kemmer Road and North of Winkelman Park all 1 acre lot minimum!!

#### Prefer Scenario B:

- Keep development out of creeks area with transfer of development rights

#### Prefer Other Scenario:

- limit higher density housing all across the hilltop of Cooper Mtn.
- neither - keep all development low density
- No development
- Plan C bt Soren Peterson
- No development - Why would you want to take away from a nature park - you want to go to a nature park to hear nature. Not cars.
- I don't understand the choice.
- not enough information is provided - you are making believe that we understand every single particle of information that you are NOT stating when asking for our "opinion" which is nothing more than a delusional guess.
- none.
- something in between? transfer some density to the Lowlands - A lighter footprint should be considered

### QUESTION 8 & 9: Which North Cooper Mountain development option do you prefer? Why did you choose this option?

#### Prefer Scenario A:

- Retain existing "consistency" of higher lot sizes.
- protects existing 1-acre lots
- Less invasive on our lives.
- To preserve the nature and character of the original intent of the existing development.
- I live here on my 1 acre plus lot and infill would destroy the neighborhood. Leave as platted and create new zoning for 1 acre plus lots. No neighborhood route on Stonecreek because of wildlife corridor from Nature Park, blind curve for school buses, and high cost of construction of infill/bridge.
- Infill to help pay for sewers is not a valid criteria. It would lessen the appeal of the neighborhood. Also not practical for many of the existing occupied houses on their lots. Strongly oppose infill. Keep this current lot density as a unique feature of Cooper Mtn.
- This is such a pristine area that I should not be allowed to increase density. Beaverton needs some of this kind of living option.

- Our neighborhoods are already built out and our property is platted and approved. Densification of the NCM neighborhoods would destroy the environment that has been created by the Nature Park and the existing lot pattern. The eventual bringing of sewer to this area is no justification for destroying the environment that exists.
- Keep developed subdivisions alone, and do not allow infill.
- As a property owner in an adjacent neighborhood, existing owners should be able to protect their property values for which they paid a premium and for which much was lost in the past several years. This option does a better job for that and they should not be required to fund future (sewer) projects solely based on convenience and reduced cost to future neighbors and/or developers.
- protects 1 acre + lots with no infill for sewer in Corrine heights.
- Lower cost of adding sewer.
- Because I live there and option B is TERRIBLE. And incidentally, unless I am reading it incorrectly, you have switched the costs for sewage. With no infill, less homes should mean more \$ per home - shouldn't it be the 33k and the plan B 20k?. Anyway - your telling me that If I am willing to vote for you to ruin my neighborhood (look, feel, lifestyle, value) I can save 10k - 20 years from now? Are you on drugs or just really bad at math? I've got close to 1.5M in my home - a 1% drop in value hits me 15K.
- No infill in the lower 2/3. The people who live in this area desire a quiet neighborhood with ample space between the homes and very little road traffic. Infilling would be undesirable and would negatively affect the atmosphere of the neighborhood (would become hodgepodge) and reduce property values. Do not want "improved" roads with sidewalks and streetlights, which would increase noise, increase traffic, and introduce light pollution so near the nature park.
- Keep 1 acre lot minimums. This is the ONLY 1 acre neighborhood (other than Harding Farms) in the West Side of Portland. Zoning should provide choices for future owners. Not everyone wants to live on 7K or 10K lots!!

#### Prefer Scenario B:

- It would be good to install sewers BEFORE systems fail.

#### Prefer Other Scenario:

- N/A
- Joe Dill mentioned taking this out of UGB - pursue this!
- Neither option. Does not need sewers.
- too much piecemeal information without adequate data provided - impossible to make a truly intelligent choice
- Infills not considerate of current owners.
- Scenario A with changes - 1.No infill or rezoning of our lots in Corrine Heights to increase density, leave as currently platted. 2.Create a new zoning of 1 acre min plus lots, as the City and county don't have such a zoning. 3.No neighborhood route on Stonecreek because of wildlife corridor, blind curve for school buses, and the high cost of infilling or bridgebuilding.
- I believe we need not add it to the urban growth boundary - I understand that there is a slim possibility that we can revert this from the UGB and we should do that. I am against more population on the mountain as unsustainable.

- No infill allowed anywhere in NCM. The first criteria for the planning effort is Beaverton's next great neighborhood. NCM already meets this criteria. Undeveloped land should be 1+ acre minimum.
- no strong opinion - No strong preference one way or another. Please connect with existing homeowners/property owners. New construction must be harmonious with existing development.
- Plan A with the following Modification: 1.No infill or rezoning of our lots to increase density, leave as currently platted. 2.Create a new zoning of 1 acre plus lots, as the City and county don't have such a zoning. 3.No neighborhood route on Stonecreek because of wildlife corridor, blind curve for school buses, and the high cost of infilling or bridge building. - We want to preserve the integrity of the already built out North Cooper Mountain area. The people who live in this area bought here because of the type of neighborhood that already exists. Changing the zoning may impact the value of our investments and impact the future look and feel of the neighborhood. There is a market for the types of homes that are in this neighborhood and we would like to preserve that market.
- No in-fills and preserve current lot sizes or zone for 2+ acres lots - The first guiding principle for the whole planning process is to create "the Beaverton's next great community". We already have a great community. Allowing infill or "densification" would reduce the greatness.

#### Other Comments:

- Already developed - No opinion.

### QUESTIONS 10 & 11: Which 185th Avenue connection option do you prefer? Why did you choose this option?

#### Prefer Scenario A:

- cost and simplicity
- For all the reasons stated for Option A. Makes sense.
- The flow of traffic makes more sense with less impact to current. Cost of B and major road into the middle of potential residential area is a big concern.
- for reasons stated above
- relieves congestion at 4-way stop
- Upgrade is cheaper and has less impact on the land.
- Kemmer needs to be upgraded due to increasing traffic anyway and would in the long run, be less expensive than putting in a new road and a new bridge.
- 1. A-makes use of existing road and right of ways. 2. A - Keeps traffic AWAY from west and south edges of the Nature Park. Critical to wildlife in park.
- Less expensive, less impact to neighborhoods. NO commercial areas developed on top of hill!

#### Prefer Scenario B:

- Preserve hilltop. Direct traffic off ASTW
- No impact on existing homeowners
- Relieve Kemmer Rd.
- Really cannot handle more cars. Kemmer



- Kemmer Road cannot support increased traffic. As it stands high speed traffic is hazardous to adjacent properties. New road will allow development of commercial area in the region. The intersection of major thoroughfares is moved away from the dangerous hill crest.
- Scenario B keeps the arterial further away from nicer homes of Kemmer.
- Flow seems better / less curves / safer transition.
- There is already a safety problem on Kemmer Rd - crossing to access the nature park and getting in and out of Kemmer View subdivision (accidents). More traffic would make it worse. Look for better ways to skirt the elevated area altogether - ie find/develop a route AROUND Cooper Mtn.

### Prefer Other Scenario:

- Neither. Upper elevation erosion. - You need to fix 185th - it is already gridlocked. Why would you be allowed to allow more roads when the roads you build do not work - mismatched signals, etc. Stream are there trees. High elevation, Kemmer cannot support additional development. Already pay \$1000 more in taxes for school.
- maps are not clear - data is piece meal - another ridiculous choice based on inadequate data - use plain language in these "surveys"
- Combine the northern curve from A with B's new route instead of using Kemmer Rd - Preserves Kemmer's existing ambiance and reduces traffic impact to Kemmer.
- Combination of A and B. Use the loop around the creek north of Kemmer and the connection shown between 175th and Kemmer of B. - Avoids building a bridge over creek which should be cheaper and ecologically friendly but does not add that much distance to the connection between Kemmer and 185th.
- Combination of A&B (drew notes on graphic) - have a roundabout at intersection of Weir and 175th and allow easy transition and "directing" of traffic to 185th. If traffic ends up being directed to 185th via the intersection of Kemmer, this is a bottle neck.
- Combine A&B - no need for bridge - protects the creek. Diverts traffic to a junction that is not right at the top of the two hills and can be difficult to negotiate in heavy traffic as it stands now.
- A and B are poorly thought out. 175th is a death trap in the winter, no matter how many lanes. - A and B need major re-thinking with the help of people who live in the area.
- both plans need modifications - want B connection to Weir and A connection to 185th
- Prefer the connection at Weir in B and the connection to 185th on A - The impact on the Kemmer collector with this option would relieve dangerous conditions on Kemmer, relieve the intersection at 176th and 182nd Ave onto Kemmer. This plan does require a new road but it eliminates the costly bridge and the impact on the existing Renaissance development.
- Expanded version of A, see comments for 185th improvements to TV Hwy. - Neither solution is great, currently 185th is already badly congested during peak times and would need improvement from Kemmer to TV Hwy.
- Combination of the two. - From Scenario A: Create a new road that goes from Kemmer Rd to 185th Ave, curving around the riparian corridor. From Scenario B: Create a new road that goes from 175th Ave (near a Weir Rd extension) and angles toward Kemmer Rd to connect with the proposed Scenario A road from Kemmer to 185th. The combination of these two roads would allow another option for east/west travel between 175th and 185th without overburdening Kemmer Rd, and it would also alleviate the amount of traffic along the two difficult, sloping, sharp turns on 170th (where it connects with Kemmer Rd, and between there and Weir Rd.) I

suspect it will also avoid a bottleneck at the intersection of 175th at Kemmer (going North) since some of the traffic can take the new road to head west (to 185th) before then.

- Swoop and reverse swoop - I like how 185th swoops around the vegetated corridor area, but I also like the secondary route that 'parallels' Kemmer. Maybe the secondary routes curve could be reversed so that it can tie into the 185th swoop?

#### Other Comments:

- Odd while this map says 'Looking North' the creeks look backwards? Perhaps just me. But I can't orient myself on this map.

### QUESTIONS 12 & 13: Which Bull Mountain Road to Scholls Ferry and Grabhorn collector connection option do you prefer? Why did you choose this option?

#### Prefer Scenario A:

- better road
- No strong feelings on this except to make the roads more safe. Terrain and existing roads can make driving hazardous. The realignment of 175th to Roy Rogers was a great improvement, for example.
- The proposed collector route (A) would avoid adding to the inevitable congestion which will occur around the high school site.
- I don't know enough of the impact to make any suggestion. I defer to the people in that area.
- Don't like apartments in the middle of compact neighborhood.
- Less congestion on Scholls Ferry.
- Most direct and least impact on current neighborhoods.

#### Prefer Scenario B:

- Slower is better. High school should access from the new collection so as not to require 20 MPH speeds on Scholls Ferry Rd and 175th.
- safety and more environmentally friendly
- outside of sensitive areas better visibility
- Fits with preferred "Main Street" option
- The traffic noise is farther from my house.
- relieve congestion on 175th Road that traverse hilltop region.

#### Prefer Other Scenario:

- stupid choices based on inadequate data - impossible to answer these "option" choices while retaining logic and a critical mind - like being force fed tasteless gruel.
- Either. These are needed to help redirect traffic off of 175th going North/South and towards Grabhorn or 185th.
- Move to the west. - Less invasive to the area.
- N/A - Since the reverse has been remanded, look at connecting to tile flat.
- No opinion

#### QUESTION 14. Do you have any additional comments on the conceptual land use maps?

- they are too small - badly imaged - need clear street names - do not use code language - use plain words
- The "hilltop" area should not be "high" density but rather lower density lots, which are in place now. you need a gradual transition from low to higher density lots vs. a hard transition across the street from Kemmer and 175th current homes.
- 1.No infill or rezoning of our lots to increase density, leave as currently platted. 2.Create a new zoning of 1 acre plus lots, as the City and county don't have such a zoning. 3.No neighborhood route on Stonecreek because of wildlife corridor, blind curve for school buses, and the high cost of infilling or bridgebuilding.
- Avoid development in creeks area and on slopes.
- Leave North Cooper Mtn. alone as 1 acre plus lots as platted and no neighborhood route on Stonecreek because of the wildlife corridor, blind curve for school buses and high cost of infill/bridge.
- Add to the Nature Park as property comes available as to make natural borders for people use and wildlife to foster.
- Please leave all ready developed 1+ acre lots in NCM alone, with no infill and no sewers, particularly Corrine heights.
- I hope that preference is made towards preserving existing and established neighborhoods without disruption and/or property devaluation. The lots and homes in Corrine Heights should be left as is as they provide an important element of executive housing needed to serve the high tech industry in the area. As we sit adjacent to the Nature preserve, our large lots also provide a buffer for wildlife to cross in and out of the preserve to access waterways.
- We believe that planners should be sensitive to transition areas of rural to urban. We believe that density can be achieved without destroying the visual environment of rural residents. We believe that buffering and staggering structures are both powerful tools to create a pleasant visual environment.
- North part of North Cooper Mountain, leave existing developed subdivisions alone, not allowing in fill development.
- The top of a mountain where there is an abundance of wildlife and natural resources should be kept as undeveloped as possible. Any development should be low-density to keep the natural beauty and wildlife habitat as intact as possible. KEEP OREGON GREEN.
- Yes. No infill development on NCM southern 2/3rds. Leave properties as currently platted.
- Top of mountain should be no less than 10,000 lots like existing Madrona, Kemmer View and Renaissance.
- Yes, no high density homes in the hilltop area. This will place a huge burden on roads and natural resources. If development needs to occur it should not be any greater than 4 homes/acre in keeping with existing density and size of surrounding homes.
- High density at top of Cooper Mountain seems like a poor idea. Traffic, the repair to nature park, and neighborhood continuity are problems with apartments and condos at 125th and Kemmer.
- Move the higher density housing away from the existing larger lots.
- Property south of Kemmer Rd and West of 175<sup>th</sup> – the large corner parcel – all should become an extension /expansion of the Cooper Mtn Nature Park. WE do NOT want to see this property

owner given permission to develop a commercial property OR hundreds of 7000 sq. ft. lots! If lots – only 1 acre minimum to limit traffic on top of hill and keep unique neighborhoods.

#### **QUESTION 15. Do you have any additional comments on the conceptual transportation or bike/ped maps?**

- same as above [they are too small - badly imaged - need clear street names - do not use code language - use plain words]
- You must address the public transportation issues if you want to put in more houses and or higher density houses at the top of the mountain. This is a steep road and not conducive to this in the winter.
- Avoid steep grades. Incorporate stormwater retention. Avoid crossing streams and wetlands.
- Need to conduct real studies of traffic routed over the mountain vs. around the mountain. Keep in mind 3 or even 5 have 175th will still be closed every year due to snow and vehicle crashed. Impact on Scholls ferry, 175th, Kemmer.
- do we really need bike/ped areas when scholls ferry road is congested already? There is no solution to increasing more congestion on this road.
- Great idea, however as someone who has cycled all these roads they are so steep as to restrict use to only the most fit cyclist...the top 10% of riders. Walking more feasible, but still strenuous.
- Beaverton has neglected its lack of north-south street connections for many years - a prime example is the 125th St. extension. For the city to contemplate development of So. Cooper Mt, which will add another 5,000-10,000 cars daily on eastbound Scholls Ferry (already a morning parking lot) without addressing the artery street shortage is irresponsible. Ultimately, the traffic will negatively impact the Greenway Neighborhood feeder streets and further degrading quality of life and public safety in that area of Beaverton.
- We need public transport otherwise there will be too much traffic. It must be done.
- It is discouraging when one has to come to grips with having your government place an arterial road at your doorstep. I would hope that if it must be that speed limits could be kept as low as possible and visual buffering be used to protect the environment of rural home owners.
- A combination of A&B (185th) would have less impact on wildlife and as traffic increases would have better traffic flow. Even though it would cost more initially it will prevent even more improvements being required in the future along Kemmer Road.
- The first and Primary goal should be to provide a safe transportation system for all users. We already have a serious traffic problem with 175th and the idea of a connection to 185th is an excellent one BUT that connection needs to be FUNDED and implemented PRIOR to ANY further development. The funding for transportation need to be in place before SCM and NCM is developed. Also the impact on Scholls Ferry Road needs to be addressed and funding put in place. Also, NEIGHBORHOOD ROUTES need to consider their impact on the Metro Park wildlife corridors. Example: Stonecreek next to the Park and a recognized wildlife corridor. Deer, Bobcat, coyotes, are seen daily on the lower end of Stonecreek. Plus SAFETY: the big curve on Stonecreek won't even allow school buses to make the curve without getting over into the oncoming traffic lane and then there's the cost of the big dip in the road.
- No. Roads for cars more important.
- Consider the gradient of the hill when planning bike/pedestrian pathways. Ensure compatibility with high speed traffic. Eliminate heavy weight vehicles from traversing through residential streets (or areas adjacent to people's backyards)

- Does not make sense to expand higher elevation, heavily treed and established residential area.
- I don't see any real relief to Scholls Ferry Rd. And what is going to happen when you dump all the school traffic onto the busy intersection at 175th and Scholls Ferry?
- The proposed improvements to Grabhorn Rd look great - the safety improvements are much needed and will better serve the increased traffic. Same for the proposed improvement to 175th Ave (addressing the "kink"). Since NCM is a low density area, but people will be traveling all around it to go north/south and east/west, I think it would be best to keep the neighborhood roads as local roads. Local roads will serve the residents fine; wide roads, sidewalks, and street lights aren't necessary in very low density housing areas. Keep the "improved" neighborhood routes, collector roads, and arterial roads outside the body of NCM. Keep the through traffic on the outer edges - along Grabhorn Rd, 190th Ave, and Gassner Rd. Do not "improve" Stonecreek Dr. It is a curvy, sloping road through a very low density housing area, near the nature park, where street lights and increased traffic cutting through east/west would be undesirable. People going north/south should be taking 175th, 185th, or Grahorn without cutting through a neighborhood to go east/west between them. The local residents don't mind a slow road in the body of the neighborhood, and very low density neighborhoods don't feel Metro's vision and definition of a walkable neighborhood apply to this type of neighborhood.
- Preserve the Nature Park - no new roads built on south and west side of park.
- just PLEASE address road and transportation AHEAD of the home building. Traffic is a mess already and current roads/intersections are UNSAFE.
- Is there any plan for expanding TriMet transportation (busses)? Currently these services shut down when the weather gets bad in any areas of elevation. School busses go on snow routes. Cars are in ditches all along 175th and the Police shut the road down. This will be an issue regardless of the number of lanes you have.
- Why would you increase traffic over what is basically a mountain pass. Kemmer & 175th elevation is ~750' the same as the elevation of the Van Duzer corridor pass through the Coastal Range. We have been unable to get off Cooper Mountain for as long as 9 days in winter months due to ice & snow. Do you really want to run more traffic into that scenario?

#### **QUESTION 16. Do you have any additional comments on the conceptual park and school framework maps?**

- same as above - ridiculous jargon [they are too small - badly imaged - need clear street names - do not use code language - use plain words]
- You can't put an elementary school at the top of the mountain due to NO current snow routes for school buses and 175th gets shut down during inclement weather.
- Expand nature park into the creeks area.
- another school just adds more congestion
- Not at this time.
- Extend nature park as much as possible. Would like to see hilltop also as part of nature park of which I know metro is supportive.
- Parks not housing!
- x
- No school on hilltop. Inclement weather makes the area non traversable. Children will be out of school due to snow days or stuck/unable to attend school due to snow or ice.



- I'm in favor of the proposed high school and its location.
- Schools seem thought out.
- Develop less on the top, more on the bottom of Cooper Mountain. it is hard already to get on and off. Do not increase the hazards to residents and wildlife (becoming roadkill)
- Property south of Kemmer Rd and West of 175<sup>th</sup> – the large corner parcel – all should become an extension /expansion of the Cooper Mtn Nature Park. WE do NOT want to see this property owner given permission to develop a commercial property OR hundreds of 7000 sq. ft. lots! If lots – only 1 acre minimum to limit traffic on top of hill and keep unique neighborhoods.

#### **QUESTION 17. Do you have any additional comments on the conceptual natural resource maps?**

- Same [they are too small - badly imaged - need clear street names - do not use code language - use plain words]
- Adding additional housing and higher density housing around the nature park and rural reserve will lock in that land, drive out current wildlife and prevent nature corridors for animals to travel amongst the Cooper Mountain green spaces
- Many environmental concerns. You people are not aware of the effect of, for example, just limited tree-cutting above the streams. Tremendous erosion and resulting death to trees below.
- Protect tree groves like Tigard is doing in River Terrace by identifying tree groves, reaching out to land owners and offering them incentives and flexible development standards to protect tree groves.
- Preserve the natural resources in our semi-rural area, otherwise this is just another high density housing area with cheap houses just to create more taxes.
- Not at this time.
- Beaverton certainly should to work to avoid the problems that the City of Tigard now has with the serious erosion that's taking place in the developed areas of Bull Mountain.
- We need to preserve the environment as much as possible.
- Be environmentally friendly. Keep as many natural resources as possible.
- x
- Need to preserve valuable natural resources. With development comes impact to wildlife and water ways. This region needs to be preserved in order to maintain harmony with nature and development.
- Thank you for attending to natural resources in the area - that is what makes the Cooper Mt area unique. I recognize that development is inevitable, at the same time, natural resources must be preserved.
- Give the nature Park the widest expanse possible - leave buffer areas that are not developed or developed less densely with paths in between. Make the area more friends for walking/biking on top rather than increasing traffic to the area. Have an undeveloped gap so nature can flourish.

## Appendix C – Flip Chart Notes and Display Markup

### Land Use

#### Flip Chart Comments

- Buffer/transition along Tile Flat
- Look into Tigard's tree preservation for River Terrace as a good model
- Measures to protect tax payers from costs of fixing erosion
- North Cooper Mountain (Corrine Heights) should be allowed to be preserved as 2+ acres and not limited to 1 acre only
- Preference for scenarios A&B, better treatment of 175<sup>th</sup>
- Concern about infill in North Cooper being inappropriate
- Scenario B will significantly reduce pressure on Kemmer Road and 175<sup>th</sup> north of Kemmer – VERY GOOD SOLUTION!
- Continued use on Kemmer Rd per concept Plan A makes best use of existing resources and less disruption to natural resource areas near Nature Park.

### Google Maps Station Comments

- Visibility on 175<sup>th</sup> – huge safety concern
- SW Miller Rd – connection would be nice
- Trails from NCM to Jenkins Estate?
- Aggregate overlay district? Maximum extent of quarry expansion?
- Concerns of density along the Tile Flat
- Existing sewer map on website?
- "I'd better buy more ammunition"

### Bicycle & Pedestrian

#### Flip Chart Comments

- Good to see trails linking over time
- Amenity is appreciated
- Sidewalks desperately needed in certain areas, soon (unsafe)
- Priority should be to connect larger, regional trails for cyclists/commuters
- Cyclist infrastructure will req maintenance, especially combined with car traffic
- Regional multi-use trails along road – how to accommodate? No space in ROW?
- Trails make sense along creeks
- Trails behind quarry present hazard (loose rock, blasting, etc.)
- STEEP trails for bikes might not be reasonable
- Opening up neighborhood streets to traffic by connecting them internally will bring safety concerns (although pedestrian connection is reasonable).
- Also, wildlife will be encroached upon by opening up streets
- Drainage?? Where is the space for this if adding bike/ped? *(included drawing)*
- Prioritize protection/expansion of natural areas – wildlife, recreation
- Safety for proposed ped crossing arterials

## Transportation Framework

### Flip Chart Comments

- Scenario A where SW 185<sup>th</sup> meets Kemmer Rd combined with Scenario B, looping over Kemmer Rd. south toward Winkelman Park.
- Widen Grabhorn and Tile Flat
  - No changes or improvements of 175<sup>th</sup>
  - Cannot become N → S thoroughfare
- Eastbound Weir has limited options e/o Murray
  - Need 125<sup>th</sup> extension
- Miller Hill Rd needs fixing\*
  - Fill in ditches
  - Fix speeding (humps)
- Spill over parking at Nature Park\*

## Transportation – Scenario B

- Kemmer View resident prefers Option B due to impact on Kemmer



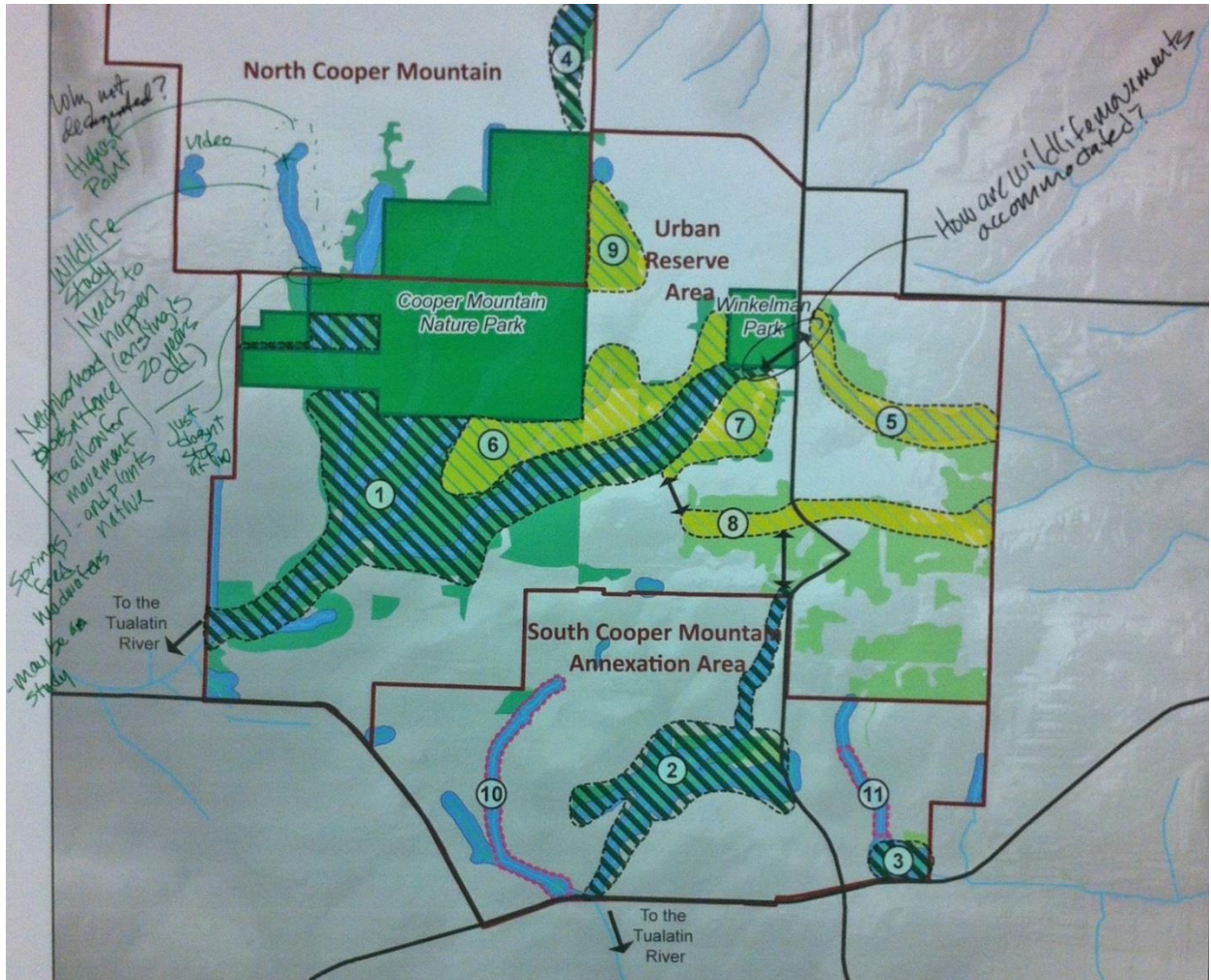
## Natural Resources, Parks and Schools

### Flip Chart Comments

- Wildlife connections
  - What does that mean?
- Accountability for future infrastructure repair and improvement (Tigard Bull Mountain)
- Expansion of Scholls Ferry Road to west.
  - 3 lanes
  - Consider a roundabout at Tile Flat
- Specifically what is impact of new high school on existing students. Who will it draw/which neighborhoods?

- How does tax base get applied in areas in city of Beaverton and Hillsboro school district? <- to Hillsboro
- Don't put 20 mph zone next to new high school.
- New K-8 at 173rd/Farmington does not have 20 mph zone.
- Older middle school on Farmington does have 20 mph zone. Why?
- Why is drainage in N Cooper not designated as high value?
- What are incentives now for property in urban reserve to save trees/maintain natural character?

## Natural Resources Map Comments

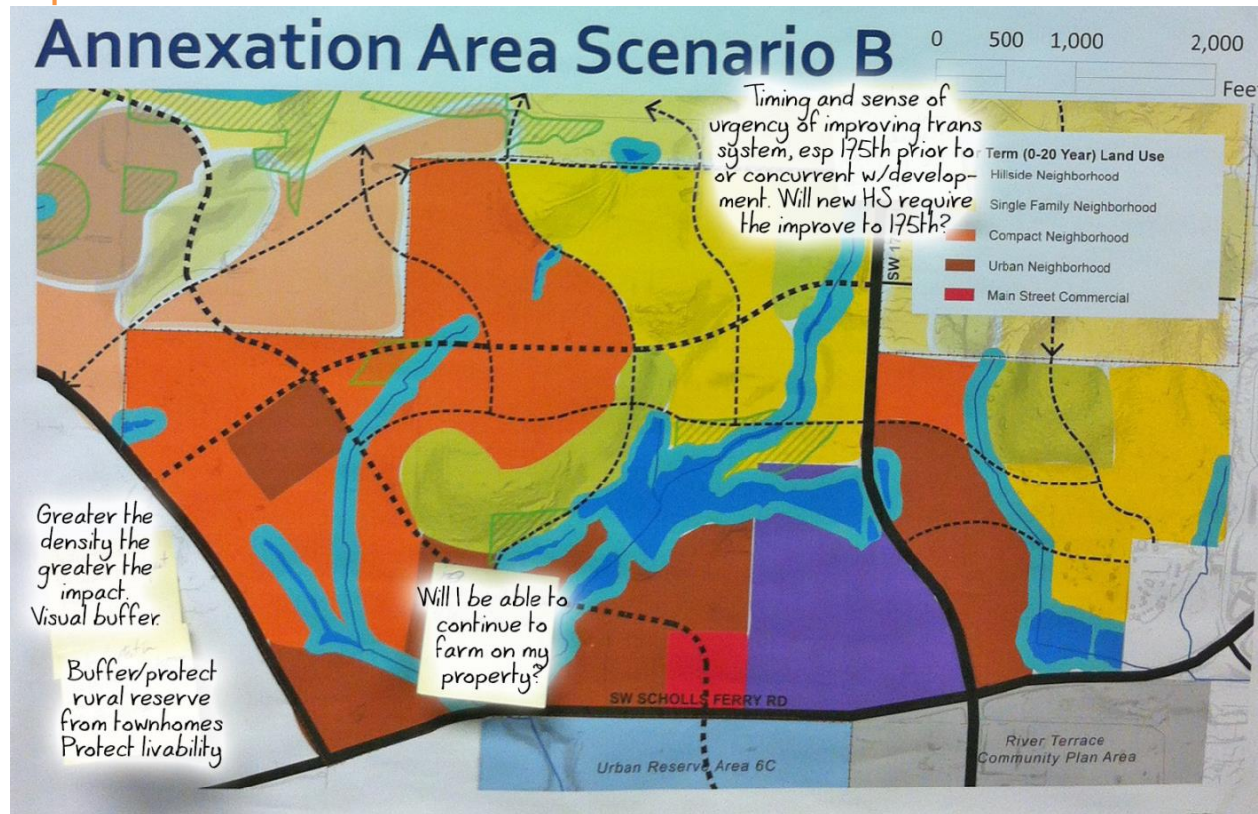




## Appendix E – Subarea Comments

### South Cooper Mountain Annexation Area

#### Map Comments – Scenario B



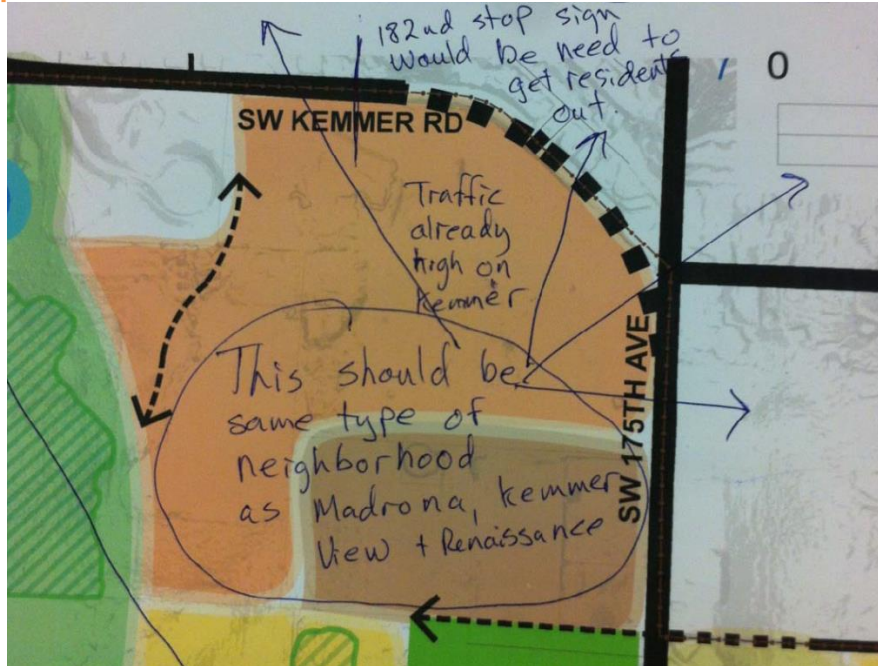


## Urban Reserve Area

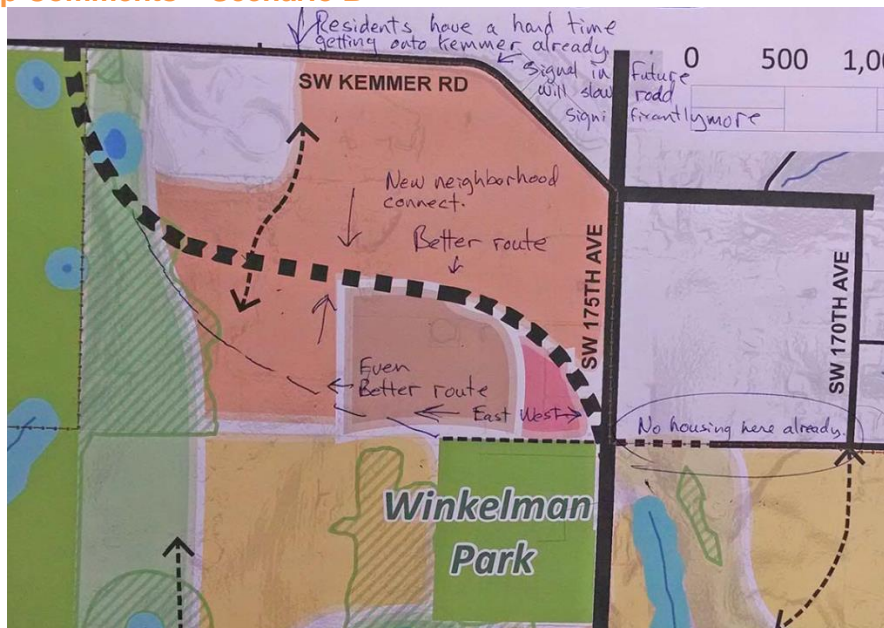
### Flip Chart Comments

- Expand nature park to protect hilltop

### Map Comments - Scenario A



### Map Comments – Scenario B



## North Cooper Mountain

### Flip Chart Comments

- Corrine Heights neighborhood is a fully built out subdivision. I would like the plan to show that the subdivision will remain as developed, and in-fill densification will not be allowed. Lot sizes are a minimum of 1 acre.
  - Inglis Dr – county or private road? Substandard.

### Online Map Comments – Scenario A

- **Corrine Heights - My Home / Neighborhood** - According to the legend, this area is "Preserved by Home Owners Assns." I do home this is true as I (and my neighbors) dont want infill or rezoning of our lots to increase density. We want them left as currently platted - basically how/why we bought them in the first place. I understand this will require the creation of a new zoning of 1 to 2 acre plus lots. I support that and would be willing to do what is needed to support that process. From the open house also see that a neighborhood route on Stonecreek is planned. I feel this is wrong and possibly against your own rules as this is a wildlife corridor. It also presents some other issues like a blind curve for school buses, and the high cost of infilling or bridge building
- **Unfinished section of Miller Hill Road** - I strongly feel that completing (connecting) this section of the road would lead to safety/dangerous conditions in both the Inglis and Corrine Heights neighborhoods. The Proper roads (currently designed for the traffic) are Gassner to Grabhorn. As the turn onto Grabhorn is a left hand turn, it is likely to back up. Many 'in hurry' people will think to cut through the neighborhood. And the psychology of 'short cuts' is to 'win', beat the other cars. So guaranteed, they will speed. Perhaps a safer option is to complete but put a barrier across the road that fire/emergency could quickly open?

### Online Map Comments – Scenario B

- **Corrine Heights - my neighborhood** - These maps are really vague. Cant really tell what plans are for this area - but clearly looks changes from what it is today. In plan a appeared to be 'preserved', this is very non specific. any plans to change the way (look, feel, life) of the current neighborhood will be opposed by the residents. And I notice that you define things as if 20 years from now we wont care. That's pretty short sighted. I'm only 50 - certainly plan to be around in 20 years. Corrine Heights is a special place, that's why I bought a lot I fell in love with and designed and built my home. Trying to change my home, my neighborhood well . . . you should not try to do it - it is just wrong.

## North Cooper Mountain/Urban Reserve Area

- Concept submitted by Soren Peterson dated 2/13/2014:

